SR 99 Alaskan Way Viaduct and Seawall Replacement

Revised June 2004

Scenario

Tunnel Plan

Project Description:

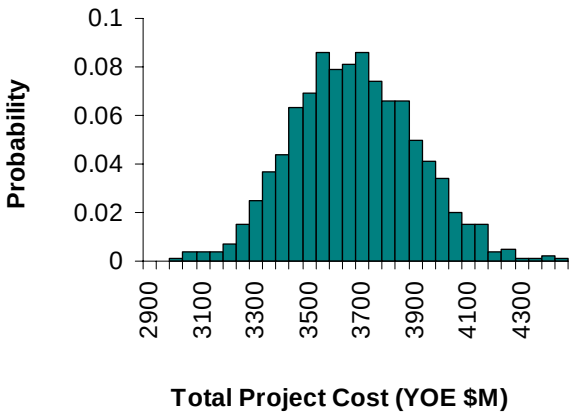
- Replaces the viaduct and seawall with a six-lane, side-by-side cut and cover tunnel.
- Rebuilds the seawall from Pike Street to Myrtle Edwards Park.
- Replaces south end of viaduct with a surface road and connects Royal Brougham and Atlantic (SR 519) over SR 99.
- Upgrades the Battery Street Tunnel to meet fire and life safety standards.
- Widens the Mercer Street underpass north of Battery Street Tunnel to facilitate construction detours and improve access.
- Restores Alaskan Way with four lanes.
- Provides improved pedestrian and bicycle access along Alaskan Way.

Schedule:

Begin Construction Range: 2008

End Construction Range: 2015 - 2016

CEVP Result:



Project Benefits:

- Reduces seismic risk for viaduct and seawall.
- Maintains current highway capacity.
- Provides opportunities to improve the central waterfront for a pedestrian promenade, new open space, bicycle trails, and track for the streetcar.
- Improves safety in Battery Street Tunnel by installing new fire and ventilation systems.
- Improves storm drainage by upgrading to current requirements, which reduces storm water pollution.
- Reduces noise and visual impacts of elevated viaduct in central waterfront area.

Project Cost Range:

10% chance the cost < $3.4 Billion

50% chance the cost < $3.7 Billion

90% chance the cost < $4.0 Billion

Project Risks:

- Catastrophic failure of viaduct and/or seawall could occur before replacement
- Complex construction in a dense urban area could increase cost and delay schedule.
- Limited number of contractors qualified and available to pursue a project this large.
- Complexity in maintaining traffic, relocating utilities, impact to businesses along central waterfront.
- Potential legal challenges.
- Dewatering along the waterfront and possible contaminated soils/water.

What's Changed Since 2003 CEVP:

- Scope: Tunnel cross section narrowed to 2 ft. inside and 10 ft. outside shoulders with 11 ft. lanes. Broad Street Underpass removed. Ramps to Elliot/Western from mainline tunnel now included.
- Schedule: Duration of construction shortened due to building the tunnel in a single pass instead of two sequential passes.
- Cost: Estimate refined in the areas of contaminated soil and water, Right of Way, utilities, and the complex work between Pike Street and the Battery Street Tunnel lowered costs by $100 M.

Financial Fine Print (Key Assumptions):

- Inflation escalation is to 2012, approximate midpoint of construction.
- Additional federal, state, regional and local money is needed to complete this project.
- Project cost range includes $35 million in past expenses, beginning 2001.

Level of Project Design: Low — Medium — High

June 1, 2004

Washington State Department of Transportation